

Overview

Land Use is the term used to describe categories of uses that physically occupy a landscape. The Town of Haubstadt refers to this particular aspect and its growth as their "Physical Heritage."

The basic premise for land use planning is that, as a community, an active role can be taken in determining what the legal control of a parcel of land is in terms of use and intensity. One of the intentions of land use control is to minimize the negative impacts one land use may have on another (i.e. health, safety, decreased property values, etc). This is often done by separating certain land uses, when it is necessary, or by creating a buffer between incompatible uses. A buffer could be the creation of a raised landscape that screens the uses from each other's views, or a buffer could be a transitional land use, such as a commercial shopping center, between two incompatible uses, such as, industry and housing. One effect of land use control is an indirect protection of individual property rights through the direct control of the rights of adjacent uses; more specifically, the protection of individual property values.

The Haubstadt Steering Committee used the following guiding principles to develop the policy, or goal, and objectives of this section:

- Appropriately mix land uses;
- Encourage high quality construction, design and development standards;
- Provide for a range of housing choices;
- Promote alternative forms of transportation such as walking and bicycling;
- Promote a strong sense of place;
- Preserve open spaces, farmland and environmentally sensitive areas; and
- Promote development and redevelopment, giving priority to infill development in order to take full advantage of existing infrastructure and resources.

Below is the policy, or goal, of the Town of Haubstadt with respect to land use. The strategic action plan that follows reflects the broad-based, community-derived ideals which determine that new development should be planned, how development should be evaluated, as well as how it should function in order to protect and promote the general convenience, safety, welfare, and morals of all of Haubstadt's residents.

Existing Land Use (Inventory)

A land use survey of existing land uses in Haubstadt was conducted during the first of several visits to Haubstadt. While traveling every road and street in and around the incorporated limits of the Town of Haubstadt, the existing uses of the land were recorded. A hard copy of this map is included in Section 16, Appendices. The following are descriptions of each land use.

Residential, single-family and multi-family

Residential land use, otherwise referred to as housing, is often the most restrictive land use in urban areas. Typically, other higher intensity land uses are not permitted near residential uses without adequate screening and buffering. Residential property is typically viewed as the primary property type most communities want to protect. Such protection is delivered through land use planning which typically involves land use controls. It's where we live, what we invest in, and where we raise our children.

Residential use is the largest land use within the Town of Haubstadt. Haubstadt's housing stock is primarily single-family residential with the exception of one apartment complex (Stoney Glen at the corner of Race and Gibson) and duplexes which are scattered throughout the community. As is the case in many communities, the older housing stock is located in, and immediately surrounding, the downtown, with newer housing typically constructed on the outskirts of older development. Future development will most likely occur outside of the incorporated limits of the Town of Haubstadt, unless Haubstadt vigorously pursues a well-planned in-fill development policy. The extension of Haubstadt's extraterritorial zoning and land use control jurisdiction is essential to the preservation of the Haubstadt community. There exists a great deal of growth pressure from the Greater Evansville area to the south.

Business/Commercial

Identifying and capitalizing on market opportunities is critical to economic revitalization, just as it is for private enterprise. Business/commercial uses are one vehicle for a revolution in a community's economic health, if incorporated into the existing community correctly.

Business/commercial uses in the Town of Haubstadt are primarily located along Main Street. Such uses include Haubstadt Chrysler Dodge Jeep, Dave's Auto, Brass Ring Tavern, Home Town Pizza, Ahlfeld Veterinary Clinic, Sunrise Mini-Mart, Sunrise Liquors, Tenbarga Seed Company, Haub Steak House, The Copper Shop, Hairizons, A Cut Above, J.D. Machine Company, Sollman Photography, The Carriage Inn, and DeWees Construction, Ameriprise Financial.

Additional commercial uses exist along S.R. 68, and also out along the U.S. Hwy 41 Corridor east of town. Future business/commercial development is expected to continue along the U.S. Hwy 41 Corridor to the east of town and along S.R. 68 along the southern edge of town.



Future Land Use

Industrial/Manufacturing

Industrial/manufacturing land uses are typically the most intensive land uses of urban areas with respect to the impacts they are capable of having on other land uses. The Town of Haubstadt has very little industry/manufacturing. A propane gas company exists along the railroad on the southern edge of the town.

The Town is not averse to additional industrial/manufacturing growth, but needs to site such growth in appropriate areas that are not needed for other vital uses. For this reason, it is recommended that the Town, through annexation and sound zoning practices, establish control over surrounding areas to ensure appropriate growth and adequate economic opportunity.

Government/Institutional

Governmental/institutional uses include such places as Town Halls, Town Maintenance Buildings, Wastewater Treatment Plants, etc. Institutional uses provide facilities that satisfy the health, education, and religious needs of the community. These facilities take many forms, ranging in size from a large hospital to a small community center. Such uses included the public school system and its related facilities, and churches. The largest institutional uses include the land with the old gymnasium, Little League Park and water tower; also, the Saints Peter and Paul Church, school and cemetery.

Agricultural

The State of Indiana is indisputably agricultural in nature, as is the case for the Town of Haubstadt itself. There exist multiple tracts of agricultural land within, as well as around the Town of Haubstadt. The protection and preservation of this use is extremely important to the residents of Haubstadt and to the overall character of the Town as well.

Open Space

Open space includes uses such as parks and other green spaces. The Town of Haubstadt has few open/green spaces within its current corporate limits. The Town may need to look outside of its current boundaries to add significant new recreational amenities.

Home Business

The Town of Haubstadt is home to numerous home businesses, primarily beauty salons and day care businesses.

Future Land Use

It is the intention of the Town of Haubstadt to exercise zoning and land use control over the area surrounding the incorporated limits of the town. This is necessary to a) provide for, plan, and control growth and development in and around the town and b) protect the community's rural character. The Town of Haubstadt's Future Land Use Map is located in Section 16, Appendices.



04 Land Use

Goal

Definitions

Goal – A goal transforms a vision into a discrete statement of direction.

Objective – An objective breaks down a goal into tasks that are measurable and time-oriented.

Action Step – An action step is an organized activity to accomplish an objective.

Resource – A resource is a source of aid or support that may be drawn upon when needed.

Benchmark – A benchmark is a standard by which something can be measured or judged.

Land Use Policy/Goal

It is the policy, or goal, of the Town of Haubstadt to develop and maintain patterns of land use that:

- Actively promote the continuing realization of the Haubstadt Vision;
- Protect and preserve the community's small town character;
- Provide appropriate and sustainable opportunities for growth and development;
- Tread lightly on the individual property rights of land owners;
- Minimize any negative impacts on the environment (land, water, air, noise);
- Minimize any negative impacts on the community's culture (aesthetics, crowding, traffic congestion and crime); and
- Give priority to development that is consistent with the Vision of this plan, including but not limited to: use or extension of the current grid pattern of streets; reuse of existing buildings; infill development which would make use of existing infrastructure; the incorporation of green/open space; the incorporation of buffers; inclusion of alternative modes of transportation; and the installation of utilities underground.



Short-Term Objectives

Short-Term Objectives

1. Identify land within, and then delineate the boundary of, the 2-mile extraterritorial jurisdictional area around the incorporated limits of the town.

Action Step	Responsible Party/Parties	Resource(s)	Completion Date
Create a scoring system to determine which parcels, within the 2-mile fringe area, should be included in the Town's 2-mile extra-jurisdictional territory, including incorporation of the formula outline in Indiana Code.	Town Council, Plan Commission	Human Capital, Town Attorney, consultant	Jan 2006
Score individual parcels using the scoring system identified above	Town Council, Plan Commission	Human Capital	Feb 2006
Delineate the Town's 2-mile boundary	Town Council, Plan Commission	Human Capital	Feb 2006
Update the Town's Future Land Use and Future Thoroughfare Maps.	Plan Commission	Human Capital, consultants fees	Mar 2006
Benchmarks: Creation of a scoring system; scoring of the parcels; delineation of the boundary; updating of the Town's maps.			

2. Create and adopt an annexation policy for the Town of Haubstadt.

Action Step	Responsible Party/Parties	Resource(s)	Completion Date
Research annexation policies of other communities of a similar size and demographic make-up.	Town Council	Human Capital, Town Attorney	May 2007
Draft an annexation policy for the Town of Haubstadt	Town Council	Human Capital, Town Attorney	Jun 2007
Finalize the annexation policy for the Town of Haubstadt	Town Council	Human Capital, Town Attorney	Jul 2007
Adopt the annexation policy	Town Council	Town Attorney	Jul 2007
Benchmarks: Creation of a draft annexation policy; adoption of an annexation policy for the Town of Haubstadt.			

3. Create and adopt zoning and subdivision control land use ordinances consistent with carrying out the goals of this plan, including regulations requiring new development to contribute to the cost of infrastructure improvements such as water, sewer, road and stormwater improvements necessitated by the proposed development.

Action Step	Responsible Party/Parties	Resource(s)	Completion Date
Appoint members to the Board of Zoning Appeals (BZA)	Town Council, Plan Commission, Town Attorney, consultant	Human Capital, attorney fees, consultants fees	Jan 2006
Draft an Ordinance creating the Town of Haubstadt's BZA	Town Council, Plan Commission, Town Attorney, consultant	Human Capital, attorney fees, consultants fees	Feb 2006
Adopt the Ordinance creating the Town's BZA	Town Council	Human Capital, public notice publication costs	Mar 2006
Draft zoning and subdivision control ordinances	Consultant, Town Attorney	Consultant fees, attorney fees	Jun 2006
Review and obtain public input regarding each ordinance	Town Council, Consultant	Human Capital, Consultant fees	Jun 2006
Present ordinances to the Plan Commission for recommendation	Consultant	Consultant fees	Aug 2006
Present ordinance to Town Council for adoption	Consultant	Consultant fees	Sep 2006
Adopt the ordinances	Town Council	Human Capital	Sep 2006
Benchmarks: Creation of the BZA; adoption of the zoning and subdivision control ordinances			

Long-Term Objectives

1. Research, develop and implement farmland preservation and protection practices.
2. Develop economic incentives for developments sensitive to agricultural activities.
3. Discourage development that causes agricultural activities to become fragmented.
4. Establish a network of public parks and open spaces throughout the community, with high levels of pedestrian and bicycle connectivity.
5. Require future development to contribute to a network of parks and open spaces.
6. Identify a mechanism for identifying and preserving open space and/or agricultural land in and around the Town of Haubstadt.

Overview

A community's land use and transportation systems are explicitly linked. Different types of land uses require different modes and frequencies of transportation. For example, single-family residential uses require local and collector streets for collecting and breaking up traffic flow, while commercial uses require arterial streets for handling the traffic (often in large volumes) generated by shoppers. Conversely, a transportation system may itself impact the types of land uses that occur in a particular area. For example, ready rail and interstate access may dictate where commercial and industrial uses are located due to the fact that these modes of transportation are critical to the functions of such uses. Therefore, this section is intended to document and plan for future development in and around the Town of Haubstadt as it relates to transportation.

Existing Thoroughfares (Inventory)

Thoroughfares are the fundamental basis of American commerce, as we have come to know it. The Town of Haubstadt is served by a network of arterial, collector, and local roads and streets laid out in a primary grid pattern. The Indiana Department of Transportation (INDOT) maintains a functional classification system for all Indiana roads and streets, on behalf of the US Department of Transportation's Federal Highway Administration. Any local road or street with a classification of major collector, or higher, is eligible to receive federal funds for rehabilitation or reconstruction projects.

Urban and rural areas have fundamentally different characteristics as to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which all these elements are related in the definitions of highway function. Consequently, this manual provides for separate classification of urban and rural functional systems. The Town of Haubstadt exists in a rural setting. Rural roads consist of those facilities that are outside of small urban and urbanized areas, as previously defined. They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

Rural principal arterial system

The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics:

1. Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
2. Serve all, or virtually all, urban areas of 50,000 and over population and a large majority of those with population of 25,000 and over.

Source: US Department of Transportation, Federal Highway Administration's Functional Classification Guidelines.



3. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections and connections to coastal cities).

In the more densely populated States, this system of highway may not include all heavily traveled routes which are multi-lane facilities. It is likely, however, that in the majority of States the principal arterial system will include all existing rural freeways.

The principal arterial system is stratified into the following two subsystems:

Interstate System.—The Interstate System consists of all presently designated routes of the Interstate System.

Other principal arterials.—This system consists of all non-interstate principal arterials.

Rural minor arterial road system

The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

1. Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and inter-county service.
2. Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.
3. Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to-through movement.

Rural collector road system

The rural collector routes generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on the average.

In order to define more clearly the characteristics of rural collectors, this system should be sub-classified according to the following criteria:

Major collector roads.—These routes should: (1) Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places

Future Thoroughfare/Goal

with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors.

Minor collector roads.--These routes should: (1) Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Rural local road system

The rural local road system should have the following characteristics: (1) Serve primarily to provide access to adjacent land; and (2) provide service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as part of the principal arterial, minor arterial, or collector systems.

Below is the current functional classification of Haubstadt's roadways.

Functional Classification of Haubstadt's Roadways

Roadway	Current Functional Classification
U.S. Hwy 41	Principle Arterial
S.R. 68	Major Collector
Main Street	Minor Collector
Bradley Drive	Minor Collector
All other Roads & Streets	Local Roads

A map of the Town of Haubstadt's existing thoroughfares is included in Section 16, Appendices.

Future Thoroughfare

The Future Thoroughfare Map depicts the functional classification of roadways surrounding the Town of Haubstadt, for the purpose of efficiently and safely moving traffic in and through the Town's 2-mile extra-territorial jurisdiction. The Town of Haubstadt's Future Thoroughfare Map is located in Section 16, Appendices.

Transportation Policy/Goal

It is the policy, or goal, of the Town of Haubstadt to promote alternative modes of transportation, such as walking and bi-cycling, while achieving a transportation network that maximizes connectivity and ease of mobility and minimizes traffic congestion creating a system that efficiently, and yet safely, moves people and goods throughout the community.

05 Transportation

Short-Term Objectives

Definitions

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Benchmark – A benchmark is a standard by which something can be measured or judged.

Short-Term Objectives

1. Research alternative funding options for the Haubstadt sidewalk replacement program.

Action Step	Responsible Party/Parties	Resource(s)	Completion Date
Research establishment of sidewalk replacement program in annual budget and encumber funds	Council or delegated party, Clerk-Treasurer	Town budget	Mar 2008
Research Public-Private Partnership Opportunities	Plan Commission or delegated party	Other cities, such as Batesville, share costs with adjacent landowners to replace or add sidewalks.	Mar 2008
Research diversion of portion of CEDiT funds or other available funds to sidewalk program	Council or delegated party, Clerk-Treasurer	Town budget	Mar 2008
Research re-appropriation of unused funds near end of budget year for sidewalk program and encumber funds for next year	Council or delegated party, Clerk-Treasurer	Town budget	Mar 2008
Research viability of use of Transportation Enhancement funds from INDOT, especially in historically significant areas	Council or delegated party	INDOT website, engineering consultant	Mar 2008
Summarize research in writing including discussion of advantages and disadvantages of each option	Council, Plan Commission or delegated party	N/A	May 2008
Decide on appropriate option(s) to implement	Council	N/A	Jun 2008
Implement option(s) with any required ordinances or resolutions	Council	N/A	Jun 2008
Benchmarks: Written summary of options, Decision of option(s) to implement; Implementation of options			



Short-Term Objectives cont.

05 Transportation

2. Revise the current subdivision policy/ordinance to include language for the specifications of streets, curbs, sidewalks, drainage and other infrastructure improvements within the Town.

Action Step	Responsible Party/Parties	Resource(s)	Completion Date
Decide on scope of ordinance revisions. Specifically, decide what sections of ordinance are to be revised. Put scope in writing	Council, with Plan Commission advice	Existing Ordinances	Feb 2006
Select engineering / planning consultant to assist with revisions and negotiate associated fees based on scope	Council, with Plan Commission advice	N/A	Mar 2006
Consultant meets with utility & street superintendent to discuss specifications and construction materials	Consultant, superintendents	Other city's similar ordinances	Apr 2006
Draft copy of ordinance revisions presented to superintendents for review & recommendation of approval	Consultant, superintendents	Other city's similar ordinances	Jun 2006
Draft copy of ordinance revisions presented to Plan Commission for review & recommendation of approval	Consultant, Plan Commission	N/A	Aug 2006
Draft copy of ordinance revisions presented to Council for review & approval	Consultant, Council	N/A	Sep 2006
Adoption of approved ordinance by Council	Consultant, Council	N/A	Nov 2006
Benchmarks: Written Scope of proposed revisions; Selection of consultant; Presentation of Draft Ordinance to Plan Commission; Plan Commission Recommendation of Approval; Adoption of Revised Ordinance			

Long-Term Objectives

1. Develop a trail system to accommodate the recreational and alternative transportation needs of Haubstadt's residents.
2. Replace all Yield signs with Stop signs.
3. Improve the intersection of Maple Street & West Street to make it more maneuverable and safer for residents and visitors.
4. Widen the stretch of S.R. 68 between Elm Street and West Street.
5. Widen and improve Gibson Street between Town limits and U.S. Hwy 41 upgrading the thoroughfare to a minor collector.
6. Widen and improve 50 E between S.R. 68 and C.R. 1250 upgrading it to a minor collector.
7. Conduct a downtown parking study.

Overview

Public utilities and facilities include the wide variety of buildings, places, and utilities that are available to the public. Public utilities and facilities serve community needs relative to safety, health, convenience, education, spirituality, and culture. The accessibility and quality of a community's public utilities and facilities significantly impacts the overall quality of life of the community.

Inventory

Police

Whether it is due to the small town, close knit community, or to the police force, the Town of Haubstadt is widely acknowledged as a safe community. The Haubstadt Police Department consists of two full-time officers and three reserve officers. Patrolling and traffic control occupy the majority of the officers' time.

Fire

The Town of Haubstadt has a volunteer fire department. The department consists of approximately 24 members. Their response area covers Haubstadt and the remainder of Johnson Township, which is made up of primarily residential land. The department currently has one utility van, two engines and one rescue vehicle.

Ambulance

Haubstadt is served by Gibson County Emergency Medical Services, (EMS); however, the Haubstadt Volunteer Fire Department serves as first response to Gibson County EMS.

Water

The Town of Haubstadt purchases its water from Gibson Water, Inc., which provides water to Gibson County residents. The Town then resells the water to its customers. Due to the presence of the county-wide water company, the Town of Haubstadt will be able to continue to supply water to its customers through the 20-year planning period of this plan.

New developments in and around the Town of Haubstadt are opting to purchase their water directly from Gibson Water, Inc. As a result, there is an agreement between the Town of Haubstadt and Gibson Water Inc. to shut off water to properties that neglect to pay the Town for their waste water service.

The distribution system is in need of repairs in certain areas and total replacement in others; however, the water department has very limited funds to work with.

There is little concern with respect to new development, because the Town has a development review process and standard specifications for water distribution systems being installed by developers.



Haubstadt's new 250,000 gallon elevated water storage tank
Constructed in 2003

**Town of Haubstadt
Wastewater Treatment Plant**

The Town of Haubstadt's original plant was constructed in 1964 and consisted of a 0.15 MGD extended aeration plant. A major expansion and improvements project at the plant was completed in 1989. This project consisted of constructing additional extended aeration units with an NPDES permitted average flow capacity of 0.30 MGD and peak flow capacity of 0.60 MGD. The 1989 project also added disinfection and flow equalization.

The Town's most recent wastewater treatment plant upgrade in 2001 increased the average design flow from 0.30 MGD to 0.81MGD (250,000 domestic, 138,000 industrial and commercial and 420,000 infiltration and inflow), and was designed for the year 2020 with a population of 2,202.

The plants average design peak day flow is 3.27 mgd. Maximum plant flow capacity is 3,800 gpm (peak hourly flow).

Haubstadt receiving stream is the Haubstadt Ditch; tributary to Pigeon Creek.

Wastewater

The Town of Haubstadt updated/rebuilt its wastewater plant in 2001. The plant was designed for enough capacity to accommodate growth for up to 20 years. This projection was based on primarily residential development at a lower growth rate than that which the Town is currently experiencing. In addition, there is the potential for commercial and/or industrial growth in the future as well. Both of these factors would result in a reduction of the lifetime of the capacity at the newly upgraded plant. Actions such as the reduction of inflow and infiltration, would allow the plant to gain additional capacity without the need for another upgrade.

The Town's wastewater collection system is old and aging. While the Town has already eliminated the illicit discharges (downspouts and gutters that were illegally connected to the wastewater collection system) they have been able to find, there are failing joints all throughout the system. The department intends to begin televising approximately 10% of the system each year and to begin rehabbing sections of the system.

Like the water distribution system, there is little concern with respect to new development, because the Town has a development review process and standard specifications for wastewater collection systems being installed by developers.

Storm water

The Town of Haubstadt's storm water system is separate from its wastewater system and does not have many storm sewers. The storm water system is primarily made of up ditches, which the Town occasionally maintains (mowing and spraying). The Town sets aside money each year for maintenance of the existing system which is considered to be in decent shape.

There have been very few new storm sewers constructed in recent years. However, there is little concern for future stormwater needs due to the fact that the Town has a high enough elevation that it rarely experiences stormwater problems. The Town would, however, like to map the stormwater system.

Streets

With a very good handle on the upkeep of the community's thoroughfare system, the street department often struggles to find roads to improve each year. While they often contract work out to independent companies, the Town of Haubstadt's street department prefers to do the majority of the road maintenance and repairs themselves in an effort to keep the costs of doing so at a minimum.

While the streets of Haubstadt are seeing heavier traffic than in the past, it is believed that the installation of stoplights in or around town is unnecessary.

Like the water and sewer department, the street department reviews proposed developments and applies strict standards in terms of specifications for the construction of streets.

